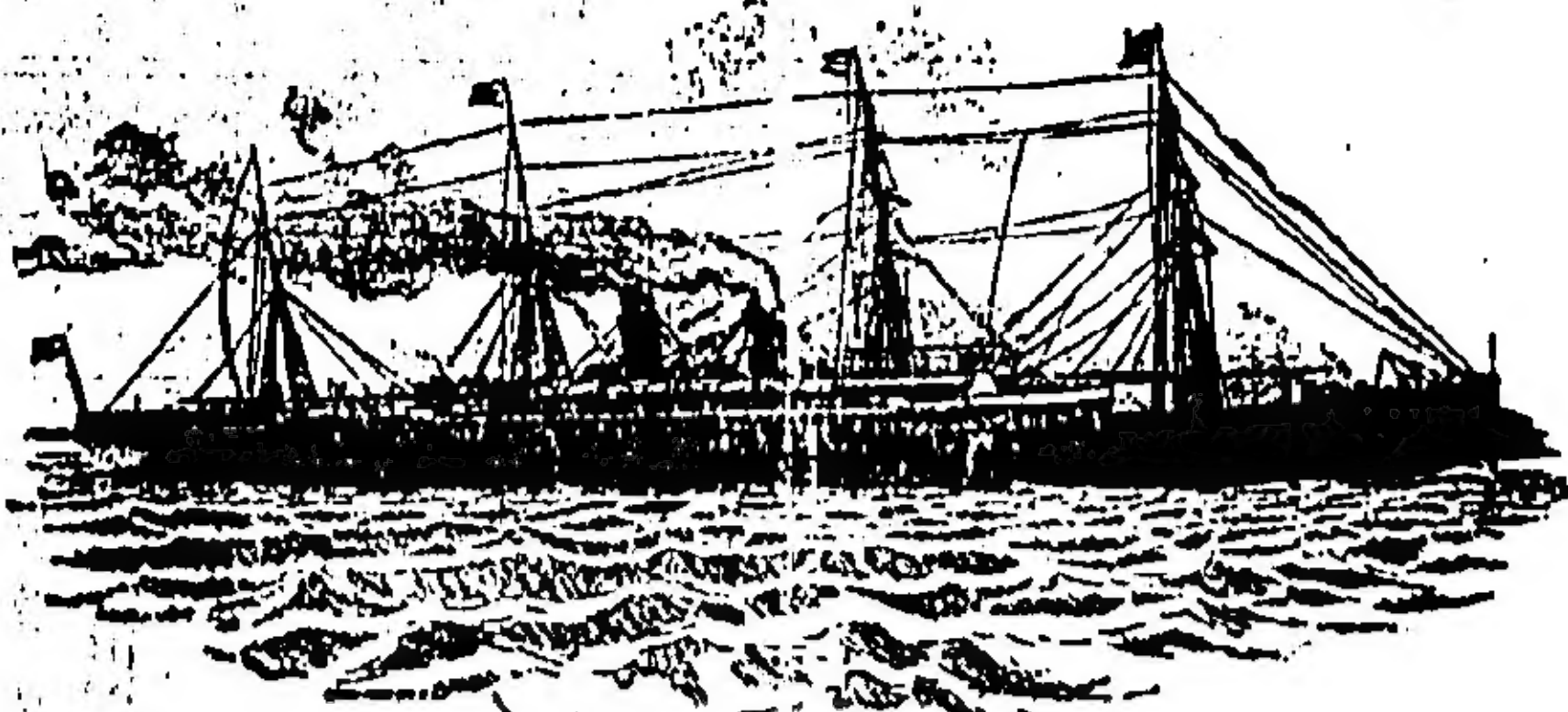






Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 12th May, at Noon.
"KORRA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GALIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"OHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"BORIO"	4,784 "	SATURDAY, 9th July, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KORRA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS to EUROPE have a choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Gulf Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

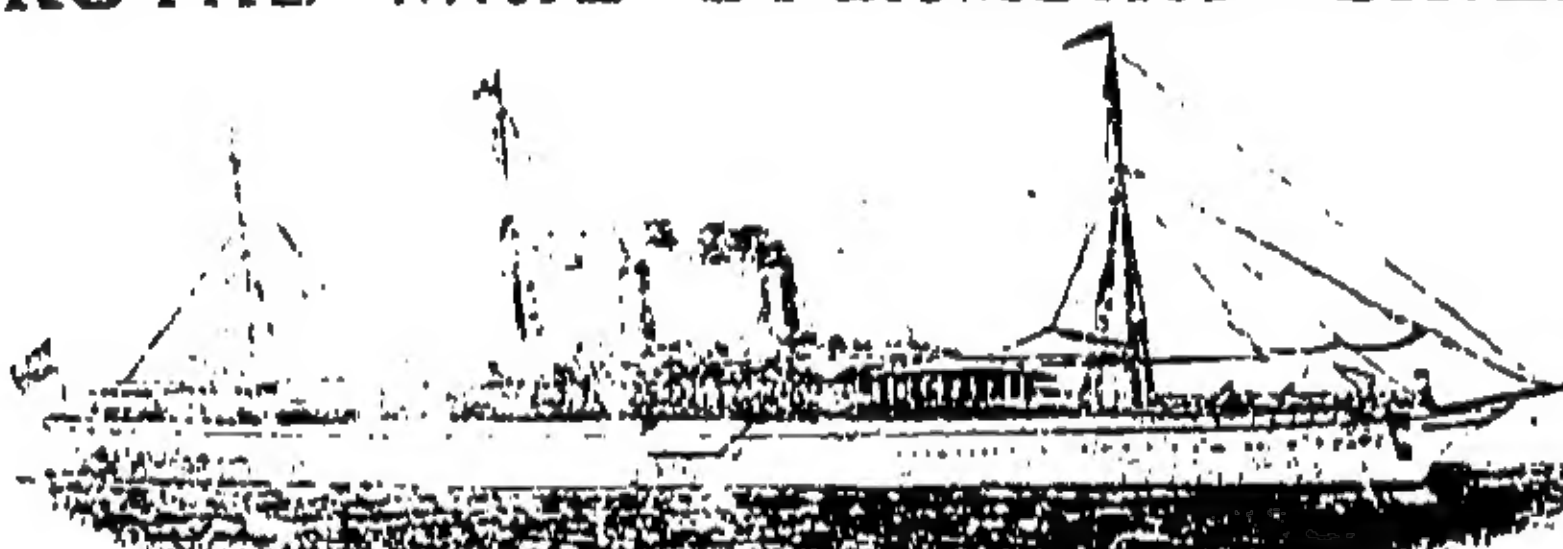
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 16th April, 1904.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate or Steamer, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 9, Pedder's Street.

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE. OBTASIAUSHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th April. Freight.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th April, 1904.

GO TO THE KOWLOON HOTEL, KOW'LOON.

J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,338 "	W. A. Valentine.
"HANKOW"	2,373 "	B. Branch.
"KINSHAN"	2,360 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,179 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Willox.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET, HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	STOPE & JAVA PORTS	First half of May
TJILATJAP	JAVAVIA MACASSAR	Second half of April	JAPAN	Second half of April
TJIMAH	JAVAVIA MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS, THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lantern Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1903.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY PER CENT. upon contributions for the year 1903 has been declared.

WARRANTS will be issued on the 4th May.

By Order of the Board,

C. MONTAGUE EDE, Acting Secretary.

Hongkong, 14th April, 1904.

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONG KONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

SC., &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11

Ice-House Road,

IS now in a position, in his New and Com-

modious Premises, to receive, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 17th September, 1903.

SAVARESSE'S

SANDAL

CAPSULES

Not made of Glycerine, and therefore, cannot

absorb any poisons, and are

Full directions "All Chemists"

Sole, on Savarasse's

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of MEMBERS of the Hongkong General Chamber of Commerce, will be held on WEDNESDAY, the 27th April, 1904, at 3.30 P.M., at the Chamber Room, City Hall, for the purpose of receiving the Committee's Report and Accounts for the year ended 31st December, 1903, electing the Committee for the ensuing year and transacting general business.

By Order,

A. R. LOWE, Secretary.

Hongkong, 18th April, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

RASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rate of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

A WONDERFUL DISCOVERY.

This is a case of research and experiment, when

all nature, so to speak, is harnessed by the scientific

method for the comfort and happiness of man & science has

indeed made great strides during the past century, and

among the by no means least important

discoveries in medicine comes that of electricity

applied to the treatment of disease, and has, in the

particular of which will be found in medicine

columns, a new preparation in the treatment of

the most serious and reliable Patent Medicine

preparation, and has, in the treatment of

the various diseases of the human body, and

in the treatment of the various diseases of the

human body, and in the treatment of the



**THE MANAGER,  
HONGKONG TELEGRAPH CO., LD.,  
1, Ice House Road,  
Hongkong.**



## Intimations.

WATSON'S  
TOILET PREPARATIONS

## WATSON'S GLYCERINE AND CAR-

## BOLIC SOAPS effect a saving of 50%,

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbohc Dog Soap is the best thing of its kind in the market.

## WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

## WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,  
LIMITED.

## THE HONGKONG DISPENSARY.

## MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.  
FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING UTENSILS,

KITCHEN TENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

## DRUGS, CHEMICALS, PERFU-

MERY, PATENT MEDICINES, ETC.

AND

DISPENSING CHEMISTS.

ADDRESS:

FLETCHER &amp; Co.,

THE PHARMACY,  
藥房 14, QUEEN'S ROAD CENTRAL, 法中  
Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 25th April, 1904.

## NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.  
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

On the 17th April, at Ningpo, the wife of the Rev. W. H. ELWIN, of a son.

## MARRIAGES.

On the 16th April, at St. Andrew's Cathedral, Singapore, by the Rev. Archdeacon Dunkley, HAROLD RICHARD WINTER, youngest son of Capt. F. J. Lobb, R. N., of Nassau, Bahamas, to KATE, youngest daughter of James Amos, Esq., of Sydney, N. S. W., Australia, late of Ashford, Kent, England.

On the 19th April, at the Cathedral, Shanghai, by the Rev. H. Newcomb, FLORENCE LOUISE, eldest daughter of W. J. Madison of Southend on Sea, Essex, England, to WILLIAM JOHN, eldest son of W. H. Wamsley of Tientsin, North China.

## The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 25, 1904.

## LOCAL RAILWAYS.

The railway system of Southern China is being so rapidly extended that there seems every promise that, within the near future, material benefit will be derived by Hongkong—the focussing point of British interests.

The first section of the Canton-Samshui line has been completed, and we have lately recorded the ratification of the agreement for the Macao-Canton railroad. Indeed, it might be stated, that we believe the return of the Portuguese Minister to Shanghai has some connection with the early commencement of the survey of the road for the line.

We understand that a member of the syndicate is about to proceed North with a view to conferring with the Minister and the taotai on the subject of expediting the work on the much-talked-of line between the Portuguese settlement and the port of Samshui. While the work of some are in progress and others on the eve of commencement, the long conceded line to the British Corporation is still kept out of the sphere of practical politics. It has been repeated, practically *ad nauseam*, that the almost culpable dilatoriness of the concessionaires of this most important line is placing the trade of the Colony in jeopardy with the prospective completion of the American railroad connecting the Southern capital with the Treaty port of Hankow.

The question was recently brought before Parliament and, like most official assurance, we have the statement that the subject is receiving the attention of His Majesty's government. It is an assurance, however, having but little significance in a commercial community amongst whom action, and for the matter of that, immediate action, counts for everything before our position, as the third port in the world, is wrested from us by a rival which might be created within this neighbourhood by our competitors in business, as the Americans are quite capable of proving themselves to be once their line is completed. Further northwards we hear of the concession being now secured to lay down a line of rails from Swatow to the city of Chaochowfu, the seat of the local government, some thirty miles above the mouth of the river Han. It is matter of common knowledge that certain European firms, in Hongkong, interested in the coastal trade, have been negotiating with a view to securing an interest in the concession, which has now been acquired by a Chinese syndicate with Mr. Cheong Yung Hin as chairman and general manager. So confident is the syndicate of success that no difficulty is anticipated regarding the floating of the capital necessary for the enterprise. The report that two million dollars is already assured goes to prove that where profitable investments, with promises of lucrative returns are forthcoming, Chinese capital is at once available even to the exclusion of foreign money. With the disappearance of the tea trade, the districts comprised within the ports of Foochow, Amoy and Swatow have lost much of their importance to the local trade, but when the country is opened up by means of the railway a further impetus to business is sure to arise, and we hope that Hongkong, as its immediate neighbour, will derive a fair share of the benefits.

## THE RUSSIAN WAR LOAN.

It has been known that, for some time past endeavours were being made, both in London and on the Continent, to secure a new Russian loan. According to Reuter a report, emanating from Paris, states that negotiations are proceeding for a large loan to the government of the Tzar, amounting to something like £32,000,000. In this connection it is of more than ordinary interest to study the figures, representing Russia's total external and internal indebtedness; for they sufficiently explain why the various financial houses have been chary of advancing more money, especially as Russia has now a long and costly war on her hands. The country's total public debt on the 1st of January this year was returned at 6,636,111,847 roubles, or roughly £700,000,000 sterling of which about £250,000,000 are set down as "external," the remainder being "internal" or home loans. But it is computed that there is a further national indebtedness of from £300,000,000 to £350,000,000 arising in connection with floating bonds redeemed and renewal from time to time, giving a total national indebtedness of well over £1,000,000,000 sterling. The present war with Japan, on the assumption that it will last at least two years, is expected to cost not less than £200,000,000, of which not more than thirty or forty millions can be raised by additional taxation, consequently it is easy to understand the anxiety of the Imperial financial authorities in St. Petersburg regarding the finances of the country.

## LOCAL AND GENERAL.

THE English mail of the 26th March was delivered in London on the 23rd inst.

"CUPID levies duty on heart of Mr. W. Morgan Shuster, and Customs Collector will wed Kentucky belle." Such are head lines in the *Manila Times*.

TWO witnesses, while waiting to give evidence in a case in Mr. Kemp's Court this morning, had an altercation, but when it came to blows, the Magistrate called it contempt of Court and fined them each \$1.

TWENTY-ONE days' hard labour, and six hours in the stocks was the award Mr. Gompertz gave in the case of a young Chinaman who picked a countryman's pocket of a purse containing a small sum in coppers.

ON her way down the Yangtze river on 19th inst. H. M. S. *Bramble*, in her endeavour to avoid a junk, brushed against H. M. S. *Thetis*, injuring two of the latter's boats, and doing some other slight damage.

We have received from the Imperial Maritime Customs, a list of the light-houses, light-vessels, buoys and beacons on the coast and rivers of China, as corrected to the 1st December, 1903.

IT is stated that Mr. R. F. Johnston, acting assistant Colonial Secretary and Clerk of Councils, is likely to be leaving the Colony to take up the position of secretary to Mr. J. H. Stewart Lockhart, Commissioner at Weihai-wei.

A CORRESPONDENT writes to us expressing his surprise that, considering the weather we have been experiencing during the past few days, the punks have not yet been placed in St. John's Cathedral. On account of their absence yesterday, he says that many of the congregation were unable to sit out the service.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 24th April, 1904:—

	Library	Museum
Non-Chinese .....	254	65
Chinese .....	54	1,377
Total .....	308	1,442

REFERRING to the Interport Match, the report of the Shanghai Cricket Club for last season says: The Club had a visit from a team from Hongkong in October and sustained a severe defeat. Though beaten there is a certain amount of consolation in the fact that the Hongkong eleven is said to have been one of the best teams that ever left the Colony.

THE telegraph steamer *Patrol* arrived at Singapore from Guam on 18th inst. with the officers and crew of the wrecked telegraph steamer *Scotia* on board. It appears that the *Scotia* was entering the Guam harbour early in the morning. She went on a shoal and stuck fast and could not be refloated. She broke up fast. The *Patrol* salvaged most of the cable from her. The *Scotia* is understood to be a total loss.

FOURTEEN Shanghai ruffians are going to give the chaste in-chief to the Mixed Court a busy time. For burglary, attempted murder and gambling they are to receive a total of 3,700 blows. One of them was sentenced to 500 blows, 10 years' imprisonment, and to be deported to Canton. Another man was sentenced to 800 blows and nine months' imprisonment; the remainder of the men were sentenced to 200 blows and six months' imprisonment.

## THE CHINA SQUADRON.

## OUR FLEET IN BEING

## MANOEUVRES IN MIRS BAY.

(From Our Naval Correspondent.)

The terrible struggle now going on in the North and the ever-existing probability of Great Britain being drawn into the fray, together with the successful results that have crowned the adoption of rapid and aggressive tactics by Japan's Admirals, lend immense interest to the present manoeuvres of the China Squadron under the able direction of Admiral Sir Gerald Noel. Besides this, every man in the fleet was aware that our new Commander, who had come among us with a reputation for experience, skill and an insistence for fitness in the units under his orders, would be sure to test our capabilities to the utmost, and one and all I am assured made the secret not to be found wanting in the trial.

## A TIME-HONoured CUSTOM.

Few of our superior officers would desire to see under their command a finer and more homogeneous fighting machine than the powerful squadron that steamed majestically out of the harbour of Hongkong on the morning of the 6th inst. The fleet arrived in Mirs Bay at 3.30 a.m. the same day and moored ship; the time-honoured custom of all boats pulling round the fleet. There exist few exercises more conducive to provoke a spirit of emulation in the men for making the boats' crews smart, for the sailors of each ship "put their back into it" and make every effort to be first in bringing their boats home again to the command. We remained at anchor in Mirs Bay for five days, during which minor evolutions, such as "man, and arm boats" and general gun drills.

## STEAM TACTICS.

At 7 a.m. on the 11th inst. the squadron weighed anchor and proceeded to sea, and steam tactics and fleet manoeuvres were performed during which the steering and speed capabilities of the ships were given a rigorous trial, and there is little doubt that results obtained were satisfactory, not a hitch occurring anywhere.

## ALL LIGHTS OUT.

At 6.50 p.m. on the same day the order was signalled to extinguish all lights in the fleet. Stern and head lights were put out and dead-lights were all closed so that not a glimmer escaped. On each warship only a steering light was retained, which threw a beam from the stern of each vessel down on the water. This shows just a yellow patch on the waves, by which the ship stern steers, but is not visible to any other. The fleet proceeded thus in line ahead, each unit keeping its distance with splendid regularity.

## A TORPEDO BOAT ATTACK.

All the small quick-firing guns were manned and stations kept. The word was passed around that an attack would be made by the torpedo boat flotilla. The crews remained at stations during the night and the look-out was kept with the greatest vigilance. When day broke many were the eyes that ached with straining into the gloom. As it happened the flotilla had missed us thanks to our formation and degree of invisibility. This was no small triumph and in actual warfare would most probably have been fraught with momentous import.

## TORPEDO PRACTICE.

At 3 p.m. on the 12th inst. we anchored in Mirs Bay, weighing in the early morning on the 13th, the ships taking up positions 2 miles apart in Long Harbour for torpedo practice. Torpedoes were fired at long ranges, the results being excellent, and the accuracy obtained remarkable. During the next few days general exercises took place principal amongst them being the putting out of torpedo nets by the different ships, this manoeuvre being performed with praiseworthy smartness.

## TARGET PRACTICE AND MINING.

At 7 a.m. on the 18th inst. the fleet got under way and carried out target practice with the light Q. F. guns. That night the vessels anchored in one of the bays and a line of mines was laid round the ships to cover them from attack. Points of observation were established on shore and the vessels kept their search lights on the mine field. All the dispositions were taken, mines laid, points established, guards stationed and ships covered in two hours; a splendid record. The whole manoeuvre was wonderfully realistic and could not have been carried out with more speed and precision had we been in a state of actual warfare. On the 19th mines and mining tackle were picked up and stowed away, and the fleet weighed anchor.

## GUN PRACTICE.

The next two days were devoted to general drills and the exercising of landing parties. On the 22nd we proceeded to sea and carried out independent target practice with the 6in. Q. F. guns. The firing was excellent, most of the shots going through the target, at ranges from 2,000 to 4,000 yards, most of them being that distance away. The landsman has small knowledge of the difficulty of wrecking a target, owing to the construction of the same. These consist of wire netting stretched upon poles or masts the space between the meshes being filled in with red tape run through from top to bottom, so that when the shot strikes the object it passes through doing but small damage. To demolish a target it is necessary to strike the uprights or masts; no easy task at the ranges we were firing at. Target practice terminated the fleet returned to Hongkong, steaming into the harbour at 14 knots in double line ahead. A most difficult and somewhat risky performance, only to be attempted by a capable Commander, as is the one now commanding us. The ships came to their moorings at the naval anchorage with speed and precision that must, so to speak, have witnessed the eyes of the foreign men-of-war that witnessed our return.

## FUTURE MOVEMENTS.

On the 21st, the flagship signalled the fleet that the squadron would coast to fill the bay. The fleet arrived at Hongkong on the 22nd inst. and the fleet will probably leave for the 9th May.

other ships will also go out for the purpose as soon as their bunkers are refilled. The squadron will probably leave for the 9th May.

BOAT RACE. We had some sport in the boat race, the *Ocean* and *Albatross* 14-oared barges pulled over a 3-mile course on Wednesday, 20th inst., the contest resulting in a decided victory for the boat from the first of these two battleships. The *Vengeance*, who formerly beat the *Ocean*, will have to look to her laurels, as she is now likely to be challenged again by the victors. On the 21st the signal men from the *Amphitrite* beat their confederates on the *Cressy* in 6-oared gigs over a 2-mile course.

HONGKONG AND HANKOW  
MERCHANTS AT LAW.

At the Supreme Court this morning, before His Lordship Sir Wm. Goodman, Mr. M. W. Slade (instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon) applied on behalf of Chan Yuk Chuen for an attachment order against Cheang Yu Hong.

The Chief Justice—Was the writ of summons not served in this case?

Mr. Slade—No, my Lord, it was discovered that the expenses were so great in serving the writ at Hankow.

The Chief Justice—Is it usual to get a foreign attachment in this way?

Mr. Slade—No, it is unusual. In this particular case I told the man by letter that we were going to attach his property, and he knew all about it.

The Chief Justice—I see. You are proceeding under 466 and 469.

Mr. Slade—The statement of claim shows that the defendant is a merchant in Hankow and the plaintiff is a merchant of Bonham Strand West. The plaintiff had acted for many years as agent for defendant and on July 23, 1903, there was due to plaintiff by defendant the sum of Tls. 19,211.85. Between July and December 1903 the plaintiff sold goods for the defendant to the value of Tls. 15,382.493 and retained the proceeds. A balance of Tls. 3,329.35 or \$5,118.55 was still due to plaintiff. A letter was sent to the defendant setting forth the position of affairs in July 1903, and defendant replied that the goods plaintiff held on his behalf would cover his liabilities if sold. If they did not realise the amount anticipated defendant hoped that for the sake of old times plaintiff would call the debt square, and wipe off any remainder. After the sale the goods were not sufficient to cover the amount and left a balance of over \$5,000.

Evidence was led, and his Lordship gave judgment for plaintiff with costs.

The garnishee was called, and stated that he had dealings with the defendant and that as a result he had Tels. 2,881.649 in his possession, the property of defendant. He had no objections to offer against the attachment.

His Lordship directed that execution be issued against the whole of the property attached.

## A BAD INVESTMENT.

Before his honour, Mr. T. Sercombe Smith, at the Supreme Court to-day, Mr. F. X. d'Almada e Castro appeared on behalf of Wun Koon Kwai, who sued Chan Soong and another for £50. Defendants did not appear.

Mr. d'Almada asked permission to withdraw the action against the second defendant, which was granted. The plaintiff's case was that he and defendant were in Geraldton, Australia, together and that he gave defendant £50 to invest for him in Hongkong, stipulating that he should get a share certificate, or its equivalent, when the money was invested, failing which defendant was to return the cash. Defendant left Geraldton and came to Hongkong, followed some time later by plaintiff. When plaintiff met defendant in Hongkong, and asked for his share certificate or book, defendant said he had no certificate. He had invested the money in a firm which had failed. He would not refund the money and could not produce a certificate.

The Puisne Judge gave judgment for plaintiff with costs.

## THE V. R. C. CONCERT.

## AN ENJOYABLE FUNCTION.

Under the auspices of the Victoria Recreation Club, a most successful and enjoyable smoking concert was given on Saturday night in the club rooms at Kowloon. Proceedings commenced at 9 p.m. and went with a swing, under the jovial chairmanship of Mr. A. Chapman, who was well supported by the Secretary, Mr. H. C. Austin. The lengthy programme was bright and varied, and many items were encored. Mr. L. H. Branson caused considerable merriment by several feats of *leger-demain*, while Mr. L. de Gracia proved himself a "voluble musician" and scored well with his banjo solo "Galop de Concert," a swinging, catchy piece, and also with the more serious violin solo, "Simple Avon." "Mutter's Nursery Rhymes," as rendered by Mr. R. Stephenson was a capital number, eliciting loud laughter and applause, and a very well-deserved encore. It was certainly one of the hits of the evening. The quartette by Gonzales, Texford, Miller, and Danenberg was exceedingly good. Of the comic songs, those of Mr. Davidson were exceptionally well received, and he sang again and again with a good-bum-bum that was the more marked when the atmospheric conditions prevailing on Saturday night were borne in mind. Another hit of the night was Mr. P. W. Goldring's selection, "I could not only fall in love," which he rendered with considerable expression. "The Blatant Truth" to a new and very appropriate setting, sung by Mr. N. S. Brown, was a pleasing item, while the trio played by Messrs. Gonzales, Texford and Danenberg, showed that there is not wanting good instrumental talent in the club. The band of the Victoria Recreation Club played excellently, which was a most important part of the programme, and it was a pity that the weather was so warm, and the night so late, as the programme would have been a most successful one.

## THE GYMKHANA CLUB.

## FIRST MEETING.

Early Saturday a disappointment seemed to store for those who had looked forward to a pleasant afternoon at the gymkhana meeting. Rain fell heavily and ominous clouds crept up from behind the hills. Fortunately, the weather cleared and by four o'clock, when the first bunch of griffins got away from the post conditions climatic had greatly improved. There was a large attendance of spectators, including H.E. the Officer Administering the Government, and during the intervals between the events the band of the Sherwood Foresters, under Bandmaster Bradley, added much to their enjoyment. The first race was for the Grant-ham Cup presented by Mr. Hart Buck. Eight subscription griffins, who had never won an official race turned out, the first three finishing as follows:—Mr. W. G. Clarke's *Standard*, 1st job (Mr. Clarke); Mr. E. Howard's *Tellum*, 2nd job (Mr. Gresson); and Mr. J. Paterson's *Zufall*, 1st job (Mr. Johnston). In this race the pari-mutuel, which collected money for winners only, paid out \$23, while on the next event lucky sports took but \$0.50. This turn out was for the East Point Cup, presented by the Hon. C. W. Davidson and to be raced for over a course from the 2-mile post once round and in, by China ponies. It was a good race, and ended as follows:—Mr. John Peel's *Ca Canny*, 1st (Mr. Johnston); Mr. Percy's *Discord*, 1st job (Mr. Alderton); and Mr. A. Babington's *Rocke*, 1st job (Mr. Gresson). Then came a hurdle race, from the grand stand, twice round and in, for the "Ichiban" Cup given by Mr. G. C. Master. Mr. J. H. Lewis's *Starling*, a griffin mounted by Mr. Alderton, got over the first and won easily, being followed by the post by Mr. G. Cooper's *Chautauque* 1st job (Mr. Cooper), and Mr. J. Johnston's *Bin Wyvis* 1st job (Mr. Johnston). A polo pony scurry for a cup presented by the club and open to all bona fide polo-ponies was decided by the best of three heats, being run without mounting. Mr. H. J. Geddes' *Punch* 1st job (Mr. Gresson) came first with Mr. J. Johnston's *Vanity*, 1st (Mr. Johnston) second. After this the mile race for the Gymkhana Club Challenge Cup was run off. The cup will be won by the pony scoring most marks in the races for the trophy by the end of the Club's season. On Saturday, Mr. John Peel's *Ca Canny*, 1st (Mr. Johnston) came first, Mr. W. G. Clarke's *Standard*, 1st job (Mr. Clarke) second, and Mr. Percy's *Discord*, 1st job (Mr. Alderton) third. After a fine race, Mr. G. H. Edwards's *Sylph* 1st job, Mr. Clarke up, won the Primrose Cup, presented by Mr. J. H. Lewis. The race was for China ponies that had won no flat race of any description since the beginning of the year. Mr. H. S. Gaskell's mount *Arranpook* took second place while Mr. J. Paterson's *Zufall* with Mr. Knox in the saddle came third.

The Committee of the Gymkhana Club and the officials at Saturday's meeting are as follows: Committee.—The Stewards of the Hongkong Jockey Club (ex-officio), Messrs F. Alderton, W. A. Cruickshank, T. F. Hough, F. H. Lyon, R. N.; Capt. Nugent, R. A. and W. J. Gresson, Clerk of the Scales.—Mr. F. H. Lyon, Judge.—Mr. H. P. White, Starter.—Mr. G. C. Master, Second Starter.—Mr. W. G. Ross, Timekeeper.—Mr. J. R. Michael, and Hon. Secretary and Treasurer.—Mr. F. B. Deacon.

## LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-morrow, at 3 p.m.

## BUSINESS.

1. Financial minutes. (Nos. 24 to 26).
2. Report of the Finance Committee. (No. 5).

## ORDERS OF THE DAY.

Third reading of the Bill entitled An Ordinance for the Reservation of a Residential Area in the Hill District.

## R. F. JOHNSTON.

## Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

## THE PLAGUE.

It is evident from the number of cases of plague notified during the past forty-eight hours that the damp, muggy weather has brought about a recrudescence of the disease. Since noon of Saturday eight further cases have been reported of which two, one from Wal-Sai Lane and the other of no fixed abode, were imported. Other cases were from Connaught Road Central, First Street (3), Tsung Sai Street, West and On Ning Lane. This brings the total of cases since January 1st to 27.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Bayern*) 26th inst.  
Canadian (*Tartar*) 28th inst.  
American (*Capricorn*) 29th inst.  
French (*Ernest Simard*) 30th inst.  
Indian (*Namanga*) 1st May.  
Canadian (*Whisper of Japan*) 1st May.  
German (*Oldenburg*) 1st May.  
American (*Korea*) 1st May.

The C. N. Co.'s *Albatross* will leave for Hongkong on 23rd inst. and for Shanghai on 25th inst. The *Imperial German* will leave for Hongkong on 24th inst. and for Shanghai on 26th inst. The *Imperial German* will leave for Hongkong on 25th inst. and for Shanghai on 27th inst. The *Imperial German* will leave for Hongkong on 26th inst. and for Shanghai on 28th inst. The *Imperial German* will leave for Hongkong on 27th inst. and for Shanghai on 29th inst. The *Imperial German* will leave for Hongkong on 28th inst. and for Shanghai on 30th inst. The *Imperial German* will leave for Hongkong on 29th inst. and for Shanghai on 31st inst. The *Imperial German* will leave for Hongkong on 30th inst. and for Shanghai on 1st May. The *Imperial German* will leave for Hongkong on 31st inst. and for Shanghai on 2nd May. The *Imperial German* will leave for Hongkong on 1st May and for Shanghai on 3rd May. The *Imperial German* will leave for Hongkong on 2nd May and for Shanghai on 4th May. The *Imperial German* will leave for Hongkong on 3rd May and for Shanghai on 5th May. The *Imperial German* will leave for Hongkong on 4th May and for Shanghai on 6th May. The *Imperial German* will leave for Hongkong on 5th May and for Shanghai on 7th May. The *Imperial German* will leave for Hongkong on 6th May and for Shanghai on 8th May. The *Imperial German* will leave for Hongkong on 7th May and for Shanghai on 9th May. The *Imperial German* will leave for Hongkong on 8th May and for Shanghai on 10th May. The *Imperial German* will leave for Hongkong on 9th May and for Shanghai on 11th May. The *Imperial German* will leave for Hongkong on 10th May and for Shanghai on 12th May. The *Imperial German* will leave for Hongkong on 11th May and for Shanghai on 13th May. The *Imperial German* will leave for Hongkong on 12th May and for Shanghai on 14th May. The *Imperial German* will leave for Hongkong on 13th May and for Shanghai on 15th May. The *Imperial German* will leave for Hongkong on 14th May and for Shanghai on 16th May. The *Imperial German* will leave for Hongkong on 15th May and for Shanghai on 17th May. The *Imperial German* will leave for Hongkong on 16th May and for Shanghai on 18th May. The *Imperial German* will leave for Hongkong on 17th May and for Shanghai on 19th May. The *Imperial German* will leave for Hongkong on 18th May and for Shanghai on 20th May. The *Imperial German* will leave for Hongkong on 19th May and for Shanghai on 21st May. The *Imperial German* will leave



## TELEGRAMS.

(Reuters.)

LONDON, 22nd April.

## The Income Tax.

The House of Commons has adopted the increase in the income tax by 2 1/4 to 16.

## The War.

General Kuropatkin telegraphs that three Japanese officers named Steewo, Jukoka and Teiskaoki were court-martialled on the 18th inst. at Harbin and sentenced to hanging, but in view of their rank he had them shot after rejecting their petition to spare their lives.

LATER.

## Reported New Russian Loan.

It is reported in Paris that negotiations are proceeding for a large Russian loan of, possibly, £32,000,000.

## Japan.

At a meeting of the Progressive party in Tokyo, significant speeches were made. Count Okuma warned the nation to be prepared for European intervention and also that on account of the great increase of national expenditure, it would be necessary to float a post-bellum loan of £50,000,000.

## The Panama Canal.

The contract, formally transferring the Panama Canal to the United States, has been signed.

## The War.

News from Paris says that the Russians in the North East of Korea are retreating rapidly.

Admiral Alexieff reports that while launches were laying mines at Port Arthur one exploded under a launch killing a lieutenant and some men.

## The Strike on the Hungarian Railways.

The Hungarian Railway strikers number 30,000; the railways are almost paralyzed; negotiations result in nothing, and foodstuffs in Buda Pest are rising rapidly. The Government has called out the reserves of railway regiments.

## THE FIRE FLEND.

IN BONHAM STRAND.

Damage to the extent of \$40,000 was caused by fire which broke out in Bonham Strand West early on Sunday morning. The alarm was given shortly before one o'clock, and the Brigade, under Mr. E. R. Hallifax, acting Assistant Superintendent, with Mr. D. MacDonald, chief engineer, soon appeared on the scene. The conflagration broke out in a large building, numbered 1 Bonham Strand, West, and spread through to No. 165 Winklock Street. As usual there was considerable delay before the water was turned on in the mains, and so dependence had to be placed on what could be obtained from the Praya. Owing to this the fire had made considerable headway in the building before the Brigade was in a position to play effectively on to the leaping flames. The two upper storeys of No. 1 Bonham Strand were completely gutted. No. 165 Winklock Street was completely burned out, the roof falling in with a tremendous roar, and throwing up a huge shower of sparks. Owing to the delay in obtaining the water it was somewhat over two hours before the Brigade were really able to consider that they were controlling the fire. It was past 4 o'clock before the conflagration was extinguished, and the Fire Brigade enabled to retire. The building was practically occupied as one, though two firms, the Yee Hing Leung, and Yee Fat, carry on business at No. 1 Bonham Strand, No. 165 Winklock Street being used as a joint-property warehouse for the goods of the two firms which consisted of various kinds of dried fish. The upper storeys were occupied as dwelling houses by the partners, their families, and assistants, who were asleep on the premises at the time of the outbreak. The damage done was estimated at \$30,000; the house and stock-in-trade being insured for \$37,000. The insurance was divided between the South British, the Tung Wan, and the Manchester Fire Insurance Companies. The cause of the fire could not be ascertained.

## JEALOUSY AGAINST SIR ROBERT HART.

As will be remembered certain suggestions concerning the registration of trade marks, presented by Sir Robert Hart to the Throne, were clipped from Northern contemporaries and published in these columns last week. It has now transpired, reports the *N. C. D. News*, that the Shanghai, or Board of Commerce, has opposed Sir Robert's suggestions as being too favourable for foreigners, while putting the matter into the control of the Customs is an encroachment on the prerogatives of the Shanghai which, it is claimed, alone has the right of such control by treaty with Great Britain. The Shanghai now intends to draw up a number of other regulations which shall be equally just to both native and foreign merchants. It is reported that the Shanghai and the Waiwupu have been lately in frequent communication with each other on the subject of trade marks, and it has been suggested by the Waiwupu that for the present the Customs at Tientsin and Shanghai shall act as agents of the Shanghai in registering trade marks while there shall also be a head office of registration. The Shanghai Customs, it is reported, is now busy drawing up some twenty-four or so new regulations on trade marks which will probably form the subject of a memorial to the Board of the Throne some time during the beginning of May next.

## THE WAR.

FIRE NEWS.

Two prints the following cable.

## THE RUSSIANS IN NORTH-EAST KOREA.

Tokio, 17th April. The Customs official at Syongchin report that Russian troops have arrived there, but their number is unknown. Russians are appearing at Kyongyong, destroying the telegraphs. The situation is disquieting. The Japanese Consulate and residents at Syongchin have retreated to Gensan.

Syongchin and Kyongyong are both in the far north of Korea, in the province of North Hamkyong.—En.

18th April. It is reported from Gensan that 33 Russian cavalry reached Syongchin on the morning of the 16th inst., and immediately occupied the telegraph office. This is considered here as only a diversion on the Yalu operations. The departure of the Japanese Consulate and 38 residents from Syongchin was made at the eleventh hour but most composedly. Two Canadian missionaries and a Japanese pastor are remaining at Syongchin.

## THE JAPANESE ON SAGHALIEN.

Tokio, 17th April.—Yesterday the Japanese Government dispatched a steamer to Saghalien to bring back the Japanese who have been wintering there.

## THE RESULT OF ADMIRAL TOGO'S SUCCESS.

Tokio, 18th April.—It is stated on good authority that the military situation has been advanced by four months, thanks to the command of the sea having been obtained more early than was expected, and to the smart movement of the Japanese troops. This has undoubtedly caused a considerable disturbance of the Russian plans.

## THE RECENT ATTACK ON PORT ARTHUR.

Tokio, 18th April.—In reference to the latest engagements at Port Arthur, it is understood that the laying of the mechanical mines on the 12th and 13th inst. was a resumption of the rather unsatisfactory attempt on the 10th of March. The Russians apparently ignored them, and thus incurred the disasters that befell them. It was a wonderful piece of work. The steamer *Koryo Maru*, commanded by mining experts and supported by destroyers, satisfactorily submerged the mines amidst excessively great dangers, compared with those incurred in the blocking business.

In replying to the Emperor's congratulatory message, Admiral Togo declares that he will use his best endeavours to crush the remnant of the enemy. It has transpired that the latest operations at Port Arthur constituted the seventh and eighth attacks.

## THE JAPANESE MILITARY SPIRIT.

Tokio, 19th April. Japan's military preparations are steadily proceeding and the Japanese military spirit in North Korea is running high. The abatis, the wire entanglements, and the mines laid by the Russians on the right bank of the Yalu are regarded by the Japanese as child's play.

## KOREA TO BE TREATED AS A BELLIGERENT NATION.

The *Sin Wan Pao* publishes a letter of instruction from the Waiwupu to the Provincial authority. The gist of the document is that the Waiwupu is in receipt of a communication from the Inspector General of Customs stating that in connection with the Russian Minister's declaration that Korea should not be treated as a neutral nation but must be placed under the same category as a belligerent, etc., he (the Inspector General) found that the Three Eastern Provinces being Chinese territory, it was within his sphere of authority to deal with them, but Korea being an independent power, he could not take sole responsibility of dealing with it; therefore he requested the Waiwupu to investigate into the question and then instruct the Provincial authorities that although Korea is not a belligerent she is to be treated as such, etc., etc. Now, we (the Waiwupu) find that although Korea is not a belligerent, but as both Russia and Japan are fighting within her boundaries, therefore China should forbid prohibited goods to be exported into that country. We (the Waiwupu) have also requested the Inspector General of Customs to instruct the various Commissioners to conform to the above order, that is no prohibited goods and goods that have been disallowed to be sent to the Three Eastern Provinces, are permitted to be sent to Korea.

## THE LATEST FROM PORT ARTHUR.

The following report about the strength of the Russian land forces in Port Arthur and environs is given as "the latest to hand":—  
Third Infantry Brigade ... 8,000 men  
Seventh ... 8,000 "  
One Company Cossack ... 150 "  
Two Companies Artillery ... 600 "  
Two Battalions Sappers and Miners 1,000 "  
Heavy Artillery—one brigade ... 2,400 "  
Half Battalion Sappers and Miners 300 "  
Torpedo Corps—one Company ... 20 "  
Total ... 20,650 "

In Vladivostok, it is stated that there are at the present moment 8,000 infantry, consisting of the 29th, 30th, 31st and 32nd regiments, besides a brigade of heavy field artillery.

It will be learnt with very great regret that Captain Crown, lately of the Russian gunboat *Mandjou*, was on board the *Petrovsk* when she was blown up. He went from here in Japan, says the *N. C. D. News*, and was on his way home by rail to St. Petersburg when Admiral Makarov asked him to come to Port Arthur, and he was with the Admiral on his flagship in the engagement last week. Captain Crown made many warm friends here, and his untimely death is very much regretted.

## OLD RESIDENTS' DEPARTURE.

FIFTY-TWO YEARS IN HONGKONG.

The Austrian Lloyd's s.s. *Trieste*, which left here for the Straits and Bombay on Thursday last, has carried away one of our oldest and most popular residents who has in his humble and unostentatious way contributed his mite to the making of our thriving and prosperous city. Full of years and esteem of those who knew him old Mr. Dorabjee Nowrojee of the New Victoria and King Edward Hotels, after a residence of 52 years off and on, has left these shores at the advice of his physician. Born of respectable but poor parents, his education was surely neglected, and he was not so fortunate as to be a "Varsity" or College man. But greater than all universities is the university of life and those who graduate in it, like Mr. Dorabjee, are the prizes of the world. Mr. Dorabjee came to China in 1852 working his passage in the ship *Charles Grant*, one of the old East Indiamen of the East India Company. Arriving in Hongkong he took service as a steward on board one of the river steamers then plying between Hongkong and Canton under the management of Messrs. Lyall Still & Co. After a couple of years he joined Mr. Duddell, baker and confectioner of Hongkong, who had his store situated in the street named after him. On Mr. Duddell's death young Dorabjee took up his business. At this juncture occurred the bread poisoning episode which threw the whole of Hongkong into a panic. Young Dorabjee saw his opportunity, applied for the Naval contract, succeeded in obtaining it and has retained it for a period of nearly 49 years. There was also at that time a great scarcity of storage accommodation for the increasing trade of the port and the Parsee and Indian merchants were to be pressed for the storing of the large quantity of raw cotton and other bulky Indian imports. Mr. Dorabjee built and hired some large and capacious godowns at Wanchai and commenced a landing and storage business on his own account thus relieving a grievous congestion of the trade and bringing more profit to his mill. He then took over the management of the Hongkong Hotel and conducted it with satisfaction and success. At this time also he started the Ferry Service between this and Kowloon by running three or four capacious launches across the harbour. He subsequently built the New Victoria and King Edward Hotels, besides owning the Kowloon Hotel property. In his social capacity Mr. Dorabjee has been very generous and kind hearted. His charities have been all-Catholic and embraced every caste and creed. In fact, he leaves no personal enemy behind him. His gifts to the Parsee Charity Fund amount to several thousand dollars and he has been lately unconsciously elected one of the Trustees of the Fund. His extensive business is left to an only son.

## CANTON BRITISH CONSULATE.

THE NEW VICE-CONSUL.

Mr. Bertram Giles, British Assessor at the Mixed Court, Shanghai, has taken over his duties as H.B.M. Vice-Consul at Canton. The *N. C. D. News* in alluding to his departure from Shanghai says that at the conclusion of the hearing of a civil case in the upper Court, on the 18th inst. Mr. F. Ellis, for the English Bar, and Mr. C. K. Holcomb, on behalf of the American practitioners, made speeches, in which they expressed the admiration of themselves and their colleagues for the manner in which Mr. Giles had always conducted the business of the Court, and for the never-failing courtesy which he had always extended to the members of the Bar. Mr. Giles replied briefly, thanking Messrs. Ellis and Holcomb and the members of the Bar for the kind words they had spoken.

In the criminal Court a short adjournment was made in order to allow the members of the Police Force to bid farewell to Mr. Giles. Inspector Bourke said that he had been deputed by Capt. Boisragon, who was unavoidably absent, to express to Mr. Giles the thanks of the Force for the assistance which he had always rendered the Police in their work before the Court, and for the able manner in which he had always dispensed justice. He congratulated Mr. Giles upon his well-deserved promotion.

In reply, Mr. Giles said that he had always had the greatest admiration for the members of the Police Force as a body and individually. It was due to the excellent work of the Police that his task as British Assessor had been much easier than it might otherwise have been. He thanked Inspector Bourke and the Police most heartily for their good wishes.

Mr. and Mrs. Giles left Shanghai on 13th inst. to join the P. & O. s.s. *Bengal*, which brought them to Hongkong, en route for Mr. Giles's new post at Canton. During his residence here, says our northern contemporary, Mr. Giles has earned the regard and respect of everyone with whom he has come in contact. His abilities and his constant use of the *suaviter in modo* and *fortiter in re* made him one of the best assessors who have ever sat at the Mixed Court, and whether the cases have been of the ordinary character, or have been as serious and trying as the *Su-pao* case, he has come through them triumphantly, and to the satisfaction of everyone whose opinion is worth having. He is a great loss to Shanghai, and his numerous friends here are unanimous in wishing him success and prosperity at his new post.

## COMMERCIAL.

3 p.m.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Hongkong Banks	...	\$655.
China Traders	...	525 b.
Indo-Chinas	...	65 b.
China Sugars	...	95 s.
Whampoa Docks	...	133 b.
Kowloon Wharves	...	210 b.
Land Investments	...	150 b.
Hongkong Hotels	...	134 b.
Green Islands	...	23 b.

Advices from Shanghai of 19th inst. state: business reported.—North Chinas at Tls. 574. Unions at \$505. Tugs at Tls. 48 "Ord." Indo-Chinas at Tls. 70 for April, Tls. 72 for July. Farnham, Boyds at Tls. 146 for April, and 147 Tls. June. Lands at Tls. 108. Maatschappij at Tls. 29 1/2 cash, Tls. 295 for April, Tls. 29 1/2 for June and Tls. 300 for July. Hall and Holtz at \$30. Pulpas at Tls. 112 1/2.

Business done direct.—Shanghai and Hongkong Wharves at Tls. 52 1/2. Indo-Chinas at Tls. 70 for April, Farnham, Boyds at Tls. 148/149 for July. Maatschappij at Tls. 295 for April. Hall and Holtz at \$30. Llewellyns & Co. at \$40. Astors at \$35.

## FRIEGHT.

In their circular of 23rd inst., Messrs. Lamke and Rogge state:

Chartering business has been fairly brisk again during the past fortnight, whilst rates of freight are well maintained, and, as long as there is no pressure of tonnage on the southern market, there is no danger of any sudden collapse.

From Saigon to this port, a fair amount of chartering has been done at rates ranging from 21 cents to 25 cents per picul according to size of steamer, and, under the influence of a healthier local grain market, rates are likely to remain steady for some time to come. There is no change to report in regard to business for Philippine ports and future prospects in this direction do not appear promising. Only one fresh settlement is on record at 41 cents per picul for two ports. From Saigon for Japan a good demand has cropped up and in addition to several transactions arranged locally at 45 cents per picul, more business is said to have been done elsewhere.

As regards Bangkok, further chartering on a fairly large scale and at steadily hardening rates has become practicable in consequence of large arrivals of grain from the interior. In fact, Bangkok boasts a record crop and is likely to require considerably more tonnage, but steamers suitable for this trade, with tween decks and cargo ports are rather difficult to procure. The market closes very firm at 36 cents per picul, inside the bar.

As regards Hongkong, the possibility of further business entirely depends on the freedom or otherwise of river and cart traffic. The Russians have been modifying previous trade conditions, and Chinese are not only quite willing to charter but are also prepared to pay rates that have never been paid before; only one charter is however reported at 60 cents per picul for Canton, but steamers are rather chary on account of the great risk attached to the business. It is quite possible that something like 70 cents per picul would be paid now, for prompt tonnage.

Coal freights have continued on the downward move; many of the large number of steamers that have been coming out with Cardiff coal for North China and Japan ports have to find their way back best possible to southern home loading ports, and rather than proceed in ballast, they accept whatever is to be had, and chartering in consequence has been done at as low as \$1.50 per ton for this port. No change for the better can be looked for in this direction until the rather excessive amount of tonnage has been worked off.—Mojito to Swatow a charter is reported at \$2.25 per ton.

Monthly terms, three fresh settlements are on record.  
Sal Freight:—No change to report.  
Saltonnage loading on to load.—For Callao.—British bark *Algon Bay* arrived 4th March from Hongkong.  
Disengaged:—British 4-m. bark *Arrow* 2,971 tons. British 4-m. bark *Lyndhurst*, 2,247 tons. Italian bark *Maria L.*, 1,096 tons.  
Departures:—Italian bark *Lothair* 15th April for Callao.

## 70-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	...	1/9 11/16
do. demand	...	1/9 11/16
do. 4 months' sight	...	1/9 11/16
France—Bank T.T.	...	2/27
America—Bank T.T.	...	44
Germany—Bank T.T.	...	1/84
India T.T.	...	1/34
do. demand	...	1/35
Shanghai—Bank T.T.	...	72 1/2
Japan—Bank T.T.	...	89
Singapore—Bank T.T.	...	Nominal
Batavia—Bank T.T.	...	108 1/2

Buying.

4 months' sight L/C.	...	1/10 11/16
6 months' sight L/C.	...	1/10 3/16
3 days' sight San Francisco & New York	...	44 1/2
4 months' sight do.	...	44 1/2
3 days' sight Sydney and Melbourne	...	1/10 5/16
4 months' sight France	...	2/34
6 months' sight do.	...	2/33
4 months' sight Germany	...	1/89
50 Silver	...	25 1/2
Bank of England rate	...	3 1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows :—		Per chest
Mal New	.....	950/990
do Old	.....	1,010/1,080
do Older	.....	1,100/1,180
do Oldest	.....	1,200/1,200
Patna New	.....	1,340
do Old	.....	1,350
Bengal New	.....	1,340
do Old	.....	1,335
Peru (Paper)	.....	880/910

## To-day's Advertisements.

NOTICE.

THE WINDSOR GARDEN AND RESTAURANT is now the sole property of the undersigned F. HUBER who is responsible for and will settle all business debts incurred up to the date hereof by himself or the joint partners.

The interest and responsibility of the undersigned MAX JACOBS in the above restaurant has entirely ceased.

MAX JACOBS.  
FRED. HUBER.

Hongkong, 25th April, 1904.

The business remains closed until further notice.

551] FRED. HUBER.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF

Captain W. G. SIMPSON, R.M.,

ON

FRIDAY,

the 29th April, 1904, at 11.30 A.M., at No. 31

Cameron V.L.S., The Peak,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

contained therein.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers,

Hongkong, 25th April, 1904. 550

## FOR KOBE.

THE Steamship

"NITHSDALE."

Captain Cameron, will be despatched on the

afternoon of 27th April for Kobe.

For Freight, apply to

DODWELL & CO. LIMITED,

Agents.

Hongkong, 25th April, 1904. 553

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEMOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Bourdon, will be despatched for the

above Ports, on or about MONDAY, the 2nd

May.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th April, 1904. 559

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on

THURSDAY, the 26th May.

For Freight, apply to

SEWANN, TOMES & Co.,

General Agents.

Hongkong, 25th April, 1904. 556

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M. TO-DAY, the 25th

instant, will be landed at Consignees' risk and

expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 25th April, 1904. 551

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDI

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI

CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain C. L. Daniel, carrying 111. Munst.

Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 7th May,

at Noon, taking Passengers and Cargo on the



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & LPOOL	"ACHILLES"	On 20th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"PROMETHEUS"	On 7th June.
GENOA, MARSEILLES & LPOOL	"DEUCALION"	On 14th June.

\* Taking Cargo for Liverpool at London Rates.

s.s. *Telmachus* for London and Antwerp is expected here from Shanghai daylight of 25th inst.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th April, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	26th April.
CEBU and ILOILO	"WUCHANG"	28th "
MANILA	"SUNGKANG"	29th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th May.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th April, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 30th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th May, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 23rd April, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4,371	A. Wagner	—
"ARABIA"	4,483	—	—
"AROGONIA"	5,198	—	—
"NUMANTIA"	4,370	—	—

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey, and " " 1.50 " " Meals, 1.00 each. The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENT & CO.,  
Canton Agents.

Hongkong, 16th April, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

J. TREVoux &amp; CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

## THE Commodious Steamer

"PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European, \$8.00

Second Class European, 3.00

First Class Chinese, 1.50

Second Class Chinese, .80

Deck, .30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904.

## STEAM TO CANTON.

## THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4

Meals, (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVARIAN"

of the NORDDEUTSCHER LLOYD.

Captain H. Formes, due here with the outward German Mail at 10 P.M. on TUESDAY at 5 P.M. will leave for the above places at 12 to 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 22nd April, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1904.

"SHIMOSA" Early May.

"SATSUMA" 31st May.

For Freight and further Information, apply to

DOUWELL &amp; CO., LIMITED.

Agents.

Hongkong, 22nd April, 1904.

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain F. W. Packham, will be despatched above on WEDNESDAY, the 27th instant at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 20th April, 1904.

## UNITED STATES &amp; CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"INDRAVELLI,"

Captain Craven, will be despatched above on FRIDAY, the 29th inst., at 2 P.M.

For Freight, apply to

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 23rd April, 1904.

## Shipping—Steamer.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAKAO AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK &amp; Co., General Managers.

Hongkong, 25th April, 1904.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above TO-MORROW, the 26th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 25th April, 1904.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. N. Rolfe, will be despatched as above TO-MORROW, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 25th April, 1904.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 6th April, 100 cts. per 50 lbs.

## BUTCHER MEAT.

Beef sirloin &amp; prime cut—Mei Lung Pa 18

"Comed—Ham Ngau Yuk 18

"Roast—Shiu 18

"Breast—Ngau Lam 14

"Soup, Tong Yuk 14

"Steak—Ngau Yuk Pa 18

"Serjoin—Ngau Lam 26

"Sausages—Ngau Yuk Chuan 16

"Bullock's Brains—Know 45

"Tongue fresh—Ngau Li 45

"Comed—Ham Ngau Li 55

"Head—Ngau Tai 55

"Heart—Ngau Sum 13

"Hump, Salt—Ngau Kin 13

"Feet—Ngau Kerk 8

"Kidneys—Ngau Yiu 8

"Tail—Ngau Mei 16

"Liver—Ngau Con 16

"Tripe (undressed)—Ngau Tai 5

"Calves' Head and Feet—Ngau-chai-tau-keok 45

"Mutton Chop—Yeung Pai Kw 24

"Leg—Yeung Fai 24

"Shoulder—Yeung Shau 22

"Figs' Chittings—Chi cheong 7

"Brains—Chi Know 2

"Feet—Chi Kerk 12

"Fry—Chi Chak 12

"Head—Chi Tau 13

"Heart—Chi Sum 9

"Kidneys—Chi Yiu 9

"Liver—Chi Koon 20

"Pork Chop—Chi Pai Kwat 20

"Comed—Ham Chu Yuk 18

"Leg—Chu Pei 22

"Fat or Lard—Chu Yau 18

"Sheep's Head and Feet—Yeung Tau 16

"Keok 55

"Heart—Yeung Sum 55

"Kidneys—Yeung Yiu 9

"Liver—Yeung Con 16

"Sucking Pigs, To Order—Chu Chai 16

"Suet, Beef—Sang Ngau Yau 17

"Mutton—Sang Yeung Yau 17

"Veal—Ngau Chai Yuk 18

"Sausages—Ngau Chai Yuk Tong 15

## POULTRY.

Chicken—Kai Chai 30

Capons, Large, Small—Sin Kai 33

Ducks—Ap 38

Doves—Pan Kau 20

Eggs, Hen—Kai Tan 20

Fowls, Canton—Kai 20

Geese—Ngi 28

Hainan—Hoi Nam Kai 28

Geese, Wild Shanghai—Sheung Hoi Ye 21

Musk Deer—Wong Keng 350

Hare—Tu Chai 55

Partridge—Chee Khoo 55

Pheasant—Shan Kai 160

Pigeons, Canton—Pak Kup 30

Hohow—Hohow Pak Kup 30

Quail—Um Chun 25

Rice Birds—Wo Fa Cheuk 25

Snipe—Sa Chui 25

Turkeys, Cock—Fo Kai Kung 65

Hen—Na 58

Wild Ducks, Shanghai, Sui-ap 75

Teal, Shanghai, Sui Ap Chai 75

Wild Ducks Canton—Sang Shing Sui 75

Apea 25

## FISH.

Barbel—Ka Yu 14

Bream—Bin Yu 14

Canton Fresh Water Fish—Hoi Sin Yu 14

Carp—Li Yu 19

Catfish—Chik Yu 14

Codfish—Mun Yu 14

Crabs—Hoi 16

Cuttle Fish—Muk Yu 12

Dab—Sa Mang Yu 11

Dace—Wong Mei Lun 11

Dog Fish—Th To Se 9

## HONGKONG METEOROLOGICAL

## SIGNALS

## A NEW CODE.

We have received from the Hongkong

Observatory a new code of meteorological

signals which comes into force at Hongkong

on New Year's Day. They are the same as

those at present in use at Shanghai, and will

be hoisted on the mast beside the time-ball at







## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,  
at 1 P.M., the Company's Steamship  
"ANNAM," Captain R. Girard, with Mails,  
Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES via Ports of Call,  
WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with  
the Australian Line S.S. *Nera* bound for  
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 2nd May, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 20th April, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i> .....	9,606	W. M. Smith	May 21
<i>Tremont</i> .....	9,606	T. W. Garlick	June 28
<i>Lyra</i> .....	4,417	G. V. Williams	Aug. 4
<i>Shawmut</i> .....	9,606	W. M. Smith	Sept. 1
<i>Tremont</i> .....	9,606	T. W. Garlick	Oct. 1

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

*Shawmut*.....9,606 W. M. Smith.....Ab. May 3

*Tremont*.....9,606 T. W. Garlick.....Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 19th April, 1904.

## Intimations.

**"Sanitas"**  
Unequaled  
Purifying Agent  
AND IS  
Indispensable in Hot Countries.

## "Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

## "Sanitas" Disinfecting Powder

is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.

## "Sanitas" Eucalyptus Soap

is specially recommended by the medical  
faculty for use in hot climates, because of its  
fine disinfecting qualities and its fragrance.

## Klayzett's Fumigating Candles

supply the safest and most convenient means  
of ridding fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

THE "SANITAS" CO. LTD.  
BETHNAL GREEN,  
LONDON, E.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
the will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gravestone's Shirts made to order, and Collars  
and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superiores will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## Consignees.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES of CARGO per Steamship

## "ALGOA."

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding discharge and undelivered  
by WEDNESDAY, the 27th instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 23rd April, 1904.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES of CARGO per Steamship

## "SIBERIA."

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding discharge and undelivered  
by SATURDAY, the 23rd instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 20th April, 1904.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## S.S. "INDRAVELLI,"

FROM PORTLAND (OR.), YOKOHAMA,  
KOBE AND MOJI.

THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersig-  
nature and to take immediate delivery of their  
goods from alongside.

Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

ALLAN CAMERON,  
General Agent.

Hongkong, 23rd April, 1904.

## THE P. &amp; O. S. N. Co.'s Steamship

## "CHUSAN."

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Marmora*.  
From Australia, ex S.S. *Oceana*.  
From Calcutta, ex S.S. *Nubia*.  
From Persian Gulf, &c., ex B. I. S. N. and  
P. & O. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M., TO-DAY.

Goods not cleared by the 28th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 22nd April, 1904.

## THE P. &amp; O. S. N. Co.'s Steamship

## "BANCA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf, ex R.I.S.N. and B. I. S. N. Co.'s Steamers.

Goods not cleared by the 23th instant at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
dows for examination by the Consignee's and  
the Company's representative at an appointed  
hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 22nd April, 1904.

## HAMBURG-AMERIKA LINIE.

## FROM NEW YORK.

## S.S. "ARABIA."

CONSIGNEES are hereby informed that  
the Cargo ex the above steamer has  
arrived here by

E. S. EYSON.

For delivery, apply to

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 20th April, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given. "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING- ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	82,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$65 1/2 sales
National Bank of China, Limited	42,453	£10	£8	\$50,000,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 2/6 \$16 buyers
Do. Founders	750	£1	£1	\$175,533		None		
<b>MARINE INSURANCES.</b>								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1903	6 1/2 %	\$520 buyers
China Traders' Insurance Company, Limited	124,000	\$83.33	\$25	\$1,000,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Tls. 31,850	\$486,284	\$12 for 1901	10 %	123 ex div.
Canton Insurance Office, Limited	10,000	\$150	\$50	Tls. 700,000	\$110,551	\$15 for 1902	8 %	\$185 buyers
<b>FIRE INSURANCES.</b>								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,850	\$374,110	\$22 1/2 for 1902	7 1/2 %	\$190 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$5 dividend & \$1 bonus for 1902	8 1/2 %	\$83 1/2
<b>SHIPING, TUG AND CARGO BOATS.</b>								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	49 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000	£5,380	10/- for 1902	6 %	\$96 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$1,500,000	Dr. \$63,123	\$5 for 1900		\$22 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$337	\$1.20 for year ending 30.4.03	3 1/2 %	\$32 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000	\$19,555	\$8 for second half year 1902	5 %	\$245 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000	Tls. 865	Interim of 1/- (Coupon No. 4) for 1903		Tls. 35
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614		Final of Tls. 2 making Tls. 4 for 1903	9 1/2 %	Tls. 47 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 12 making Tls. 3 for 1903	7 1/2 %	Tls. 46 1/2 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$130 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
<b>MINING.</b>								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,766	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 51 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$210
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	4 1/2 %	\$250 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$102 1/2 buyers
Do. Preference	12,000	\$100	\$100	\$100,000		\$7 dividend		\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$100,000	\$28,015	\$10 for first half year 1902	5 %	\$101 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000		Final of \$2 1/2 making \$5 for 1903	7 1/2 %	Tls. 152 1/2 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 180
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	10 %	Tls. 180
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$37 1/2 sellers
<b>LANDS, HOTELS &amp; BUILDING.</b>								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$149 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$260 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	6 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000	\$1,362	Final of 170 making \$3.10 for 1903	6 1/2 %	\$52 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half year 1903	7 1/2 %	\$133 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2 %	Tls. 150 buyers